

**ANGEL PLACE  
LEVEL 8, 123 PITT STREET  
SYDNEY NSW 2000**

URBIS.COM.AU  
Urbis Pty Ltd  
ABN 50 105 256 228

4 May 2021

Mr Anthony Witherdin  
Director – Key Sites Assessment  
Department of Planning, Industry and Environment  
4 Parramatta Square, 12 Darcy Street,  
Parramatta 2150

**Attention: Russell Hand**

Dear Russell,

## **WATERLOO METRO QUARTER - BASEMENT SSD DA (SSD-10438): RESPONSE TO REQUEST FOR FURTHER INFORMATION**

This letter has been prepared to respond to the request for further information (RFI) issued by the Department of Planning, Industry and Environment (DPIE) on 10 March 2021 regarding the Waterloo Metro Quarter (WMQ) Basement State Significant Development (SSD) Development Application (DA) (SSD-10438). The RFI was issued by DPIE following their review of the Response to Submissions (RtS) report submitted by the applicant on 15 February 2021.

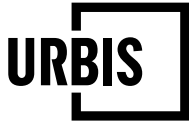
Specifically, DPIE has requested further information with respect to the following:

- Demonstrate satisfaction of Condition 12 of the Concept Approval (SSD 9393),
- Secure determination for the Amending Concept SSD-10441 (**Amending DA**) prior to the determination of the Basement SSD-10438,
- Submit a staging plan and program for construction phases for all precincts across the WMQ site, and
- Respond to City of Sydney's comments with regards to bicycle parking for Building 3 (Student Housing) within the Southern Precinct.

This letter provides the applicant's response to the matters raised by DPIE in their RFI letter. It is considered that these matters have been appropriately responded to and DPIE should now be in a position to finalise their assessment of the SSD DA, subject to securing a determination for the Amending Concept SSD-10441.

This letter is accompanied by the following supporting documentation:

- Public Benefits Advice letter prepared by Urbis (**Attachment A**),
- Construction Methodology and Staging Plan prepared by WL Developer (**Attachment B**), and
- Bicycle Parking Analysis Letter prepared by Iglu (**Attachment C**).



## 1. SATISFACTION OF CONDITION A12

The DPIE provided the following comment with regards to Condition A12 of the Concept Approval (SSD 9393):

*Demonstrate satisfaction of Condition 12 of the Concept Approval (SSD 9393) in relation to obligations for public benefits prior to the determination of the first Detailed SSD*

A Public Benefits Advice Letter has been prepared by Urbis which outlines how the proposal satisfies Condition A12 (refer **Attachment A**). In summary, the following is noted:

- A minimum of 5% residential gross floor area (**GFA**) is to be delivered as affordable housing. This is nominated in the architectural plans and EIS for the Central Precinct SSD-10439.
- 70 social housing dwellings are to be delivered within Building 4 in the Southern Precinct.
- A minimum of 2,200sqm of publicly accessible open space is to be delivered by Sydney Metro and the Proponent across the WMQ. Additional publicly accessible open space is to be provided in the form of through-site links, widened footpaths, a shared way, and open space at Church Yard and Church Square.
- A tenancy within Level 1 and Level 2 of Building 2 (Central Precinct) is nominated to be used as a community facility, in accordance with the SLEP 2012. The minimum GFA of this tenancy is 2,000m<sup>2</sup> and it will be used in perpetuity for 'community facilities' as required by Condition A12, secured by way of a Public Positive Covenant on title.

Refer to **Attachment A** for further detailed discussion on how the proposal satisfaction of Condition A12. It is recognised that the DPIE will receive commercial in confidence evidence of the satisfaction of this condition in accordance with the terms of **Attachment A** by 7 May 2021.

## 2. DETERMINATION FOR AMENDING CONCEPT SSD-10441

DPIE's comment with regards to this matter is as follows:

*Secure a determination in relation to the Amending Concept SSD (SSD 10441) which would set land uses, gross floor area, building envelopes and other development parameters relied upon by the Basement Car Park SSD*

This comment is noted and understood. It is acknowledged that a determination for the Amending Concept DA will be secured prior to the determination of the Basement SSD-10438 to ensure that all vehicle and bicycle parking, end of trip facilities and services provisions accommodated within the basement footprint can support the approved land uses, total gross floor area (**GFA**), and building envelopes envisaged across the site.

With regards to the Amending Concept DA, we note that Council has responded to DPIE on the Response to Submissions (**RtS**) package submitted, removing their objection from the application. As such, the application can now be determined under delegation. The Amending Concept DA is in the final stages of assessment, pending a Section 4.55 Modification Application to SSD 9393 for minor word changes to condition A12.

Following the submission of this RFI Response, DPIE should be in a position to finalise their assessment of the Basement SSD-10438 shortly after a determination is made for the Amending DA.

### 3. STAGING PLAN AND CONSTRUCTION PROGRAM

DPIE's comment with regards to this matter is as follows:

*Submit a staging plan and program for construction phases for the basement and Precincts, identifying any interdependencies and any concurrent construction with station infrastructure*

A Staging Plan has been prepared by WL Developer and is provided at **Attachment B**. It is noted that the Plan is provided for information purposes to provide DPIE with an understanding on the construction methodology for the Waterloo Metro Integrated Station works including both below and above ground works.

The Staging Plan outlines the interdependencies for the concurrent construction of the Basement works and Northern, Southern and Central Precincts, as well as the ongoing construction forming part of the station works approved under the CSSI Approval. It comprises a visual representation of the key construction components together with clear descriptions to illustrate how the project will be constructed from site possession right through to project completion.

On the attached plans, red highlight is used to denote the screens for the associated stage of structure and façade works, whereas green highlight is used to denote the progress of internal fit out works.

The Plan outlines details on the construction methodology for the various stages as summarised below.

- Stage 1 – Station Works (approx. 2021 to 2022 Q1), comprising:
  - Site possession
  - Station piling and base slab works
  - Station perimeter wall works
  - Station precast works
  - Station Portion 1 handover and Milestone 3
  - Station structure completion
- Stage 2 – Non-Station Works (approx. mid-2022 to mid-2024)
  - Basement excavation and piling
  - Basement slabs and south tower structure
  - Basement structure completion
  - Station and eastern portion of site ready for public domain works
  - Station handover, social housing practical completion
  - OSD stage 1, south tower completion
  - Ground plane activated (retail activation)
  - OSD Project completion

## 4. BICYCLE PARKING FOR STUDENT HOUSING

DPIE's comment with regards to this matter is as follows:

*Respond to the City of Sydney's further submission in respect to additional bicycle parking being provided in the basement for Building 3 (Student Housing) within the Southern Precinct.*

City of Sydney provided the following comments:

*While bike parking for residents of Building 3 are not provided within the basement, the City encourages strongly for greater bike parking provision than is proposed which (while not an ideal situation) could be provided within the basement. It is noted that the applicant is relying on provisions within the AHSEPP to justify the current provision of bike parking, even though this SEPP does not apply in accordance with Clause 1.9 of the Sydney LEP.*

A total of 87 bicycle spaces are provided for the proposed student housing in Building 3. This has been calculated based on the AHSEPP requirements using the rate of 1 space per 5 boarding rooms. In accordance with clause 11 of the *State Environmental Planning Policy (State and Regional Development 2011) (SRD SEPP)*, the provisions of the *Sydney Development Control Plan 2012 (SDCP)* do not apply to State Significant Development. In the absence of an applicable control guiding bicycle parking on the site, it was considered that the most relevant control would be the state-wide policy for boarding houses, under which a significant number of other student accommodation developments in the City of Sydney have been assessed against as the relevant planning control.

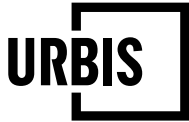
Iglu have previously undertaken real-world bicycle parking occupancy surveys at various sites within the City of Sydney LGA and other urban areas. Notably, some of these include Central Park, Broadway and Redfern. The surveys indicate that the maximum utilisation of bicycle parking provided equates to approximately 5% of the total number of units (refer **Attachment C**).

This is significantly lower than the proposed bicycle parking provisions for student housing which caters for 20% of units based on AHSEPP rates. As such, the proposed 87 bicycle parking spaces for student accommodation is considered suitable to accommodate the anticipated occupancy of bicycle parking. In addition, it is noted that the student accommodation building is located within walking distance of the future metro station and in proximity to a number of existing tertiary education facilities.

We recommend that in determining the appropriate bicycle spaces the department considers the proposal in the context of its use, the site's location and ease of access to transport orientated uses, and amount of bicycle parking spaces also to be delivered within the public domain and the metro station to support visitors to the precinct.

Residential bicycle parking (Class 1) for the Southern Precinct has been provided within the residential lobbies of Buildings 3 and 4. To encourage usage of the bicycle parking it is proposed that it is located directly off the residential lobbies, rather than in a disconnected basement. Relocating bicycle parking to a basement beneath Buildings 1 and 2 would also result in additional security requirements and access to the basement to be provided to an additional user group. This results in additional management concerns for the applicant, in addition to being undesirable to users of the bicycle parking.

As outlined in the Southern Precinct EIS for SSD-10437, cyclist demand has been considered for both the existing travel mode split and future mode share target of 5% cycle. This equates to an increase in



33 cycle trips. The existing and proposed cycle network in the vicinity of the site is capable of supporting the proposed use and the proposed bicycle parking for the Southern Precinct will not have a detrimental impact on the cycleway network.

Overall, the 87 proposed bicycle parking spaces are considered appropriate to support the student accommodation building and no further bicycle parking provisions are required.

## **5. TIMING**

DPIE requested that the additional information be provided, or notification that the information will not be provided, by no later than 7 May 2021. We note that all matters have been appropriately responded to by the contents of this letter and supporting documentation. However, satisfaction of the second item raised by DPIE is dependent on the final assessment and determination of the Amending Concept DA SSD-10441. We note that this may not occur prior to 7 May 2021. As such, this response letter constitutes the applicant's formal response to the RFI.

## **6. CONCLUSION**

We trust the information provided in this letter and the supporting documentation satisfies the matters raised in the RFI letter and assist the DPIE in finalising the assessment of the development application and prepare a recommendation for approval.

Should you wish to discuss any of the above matters further, please do not hesitate to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink that reads "Jack Kerstens". The signature is written in a cursive, slightly slanted style.

Jack Kerstens  
Senior Consultant  
+61 2 8233 7636  
jkerstens@urbis.com.au